

# **Community Advisory Group (CAG)**

## **Meeting #3**

### **November 20, 2013**



**Illinois Department of Transportation**

# Introductions

- Project Study Group (PSG)
  - Illinois Department of Transportation
  - Piasa Collaborative JV Team
    - AMEC Environment & Infrastructure, Inc.
    - Bernardin, Lochmueller & Associates, Inc.
    - Horner and Shifrin
- CAG members
  - Please refer to roster in your binder

# Tonight's Meeting Agenda

- Revisit the Problem Statement
- Revisit Roadway Function, Crash and Traffic Data
- Introduce the Corridor Development Process
- Introduce the Process for Determining Environmental Impacts
- Introduce Preliminary Corridors

# Project Binder – New Material

- Tonight's PowerPoint Presentation
- Updated CAG Roster
- Updated Study Area Map
- CAG Meetings #1 and #2 Summaries
- Copy of the Purpose and Need statement
- Context Audit Summary
- Updated Stakeholder Involvement Plan

# Review of the Problem Statement

# Problem Statement

*“The transportation problems in the study area relate to traffic congestion, poor or mismanaged access and insufficient roadway continuity and connectivity, which contributes to delays and crashes. Traffic is often delayed by trains at the numerous at-grade rail crossings. These improvements need to consider the community’s desire to preserve the character of the community, to enhance the safety of the public, to promote more pedestrian/bike facilities and to maximize the economic benefit of IL Route 255.”*

# Problem Statement – Further Analysis

The transportation problems in the Alton-Godfrey study area relate to:

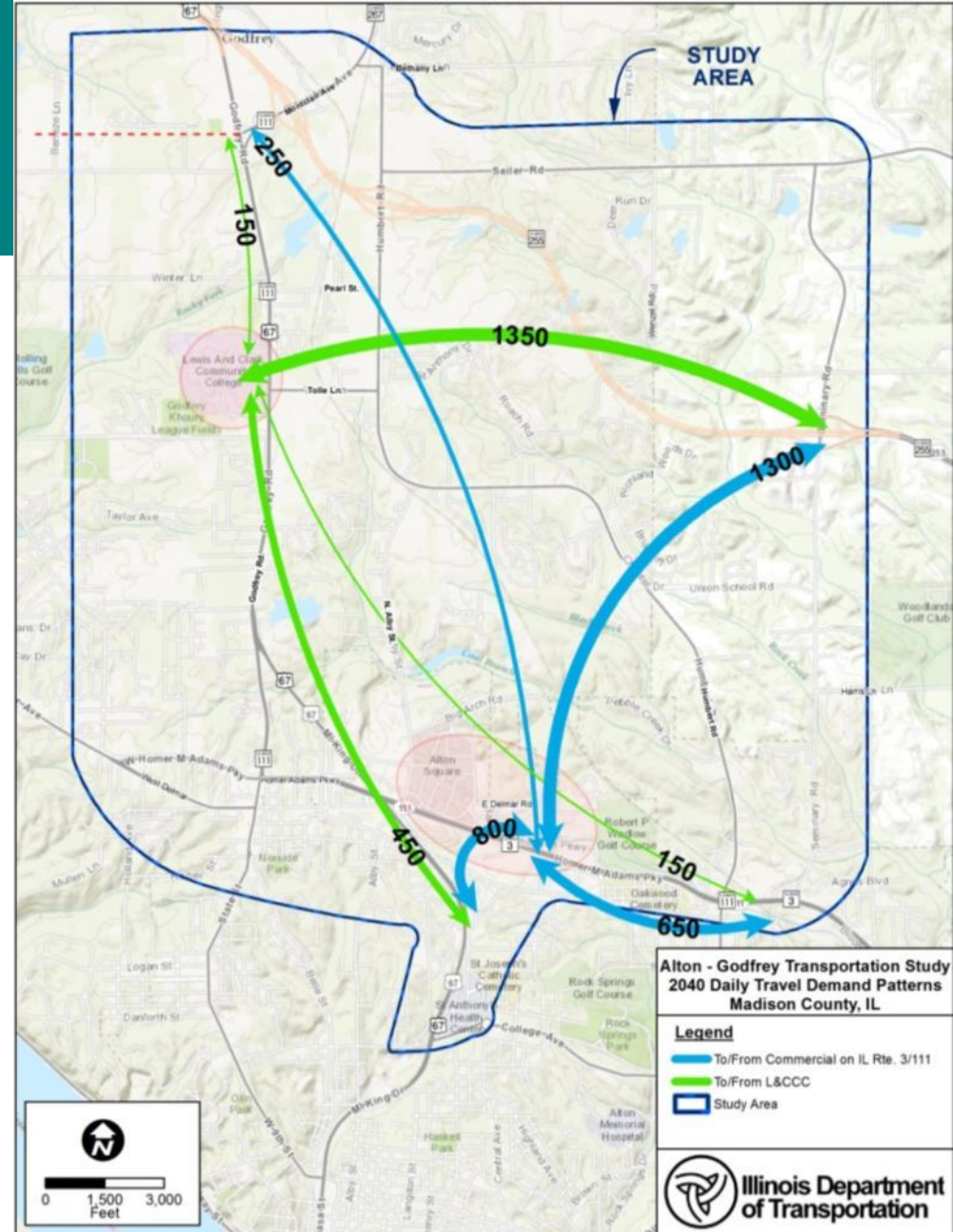
- Lack of Connectivity
  - Between major generators
    - Lewis & Clark CC
    - IL 3/111 commercial areas
    - IL 255
  - To US 67 at IL 3/111
    - Drivers forced to use local roads

# Project Needs

## Lack of Connectivity

Between Major  
Generators

- IL Route 255
- L&CCC
- Commercial Area  
along  
IL Route 3/111

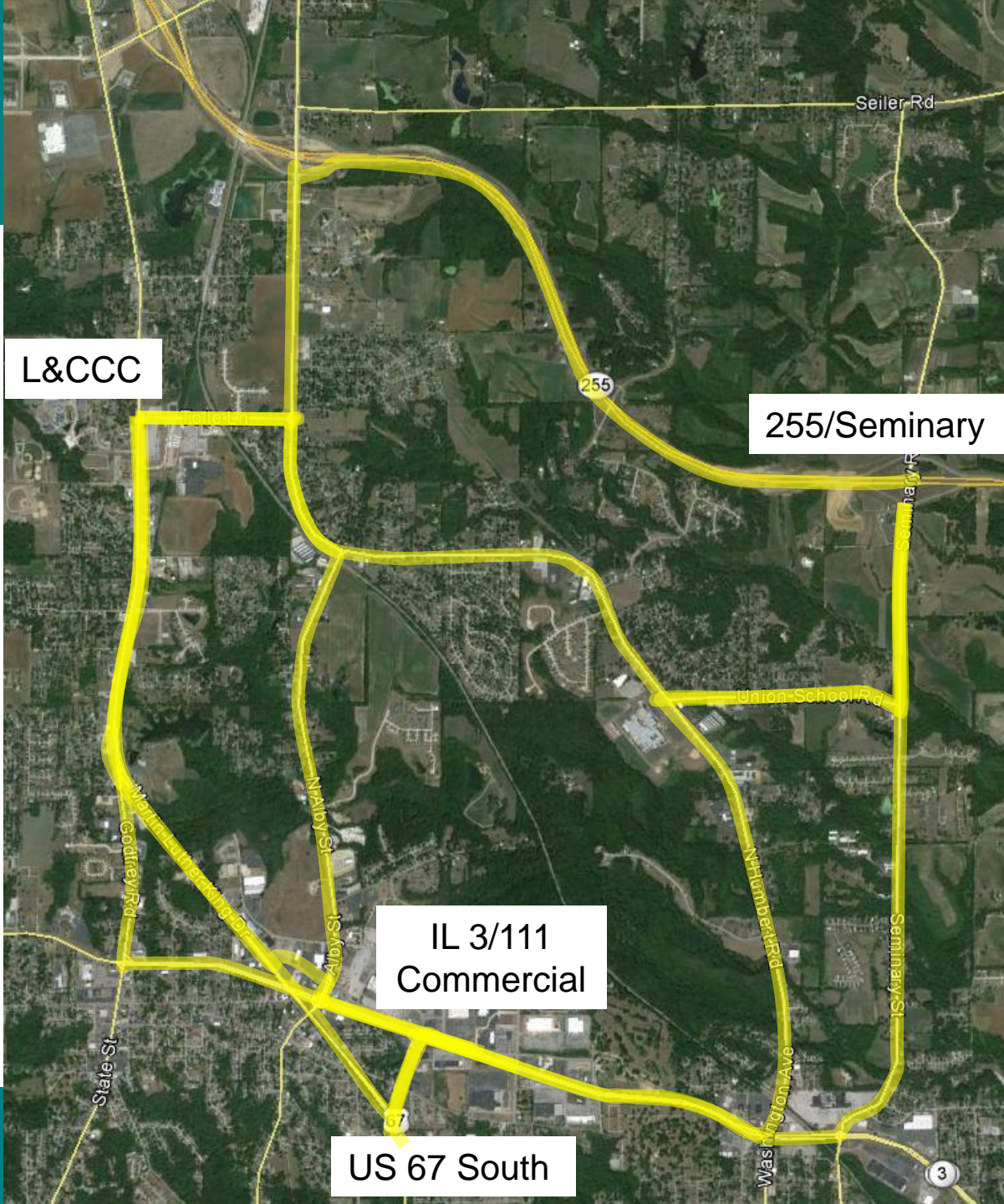


# Project Needs

## Lack of Connectivity

Between Major Generators

- IL Route 255
- L&CCC
- Commercial Area along IL Route 3/111



# Project Needs

## Lack of Connectivity

To US 67

- From IL Route 3/111
- Drivers forced to use local roads



# Project Needs

The transportation problems in the Alton-Godfrey study area relate to:

- Capacity and Safety
  - Level of Service and Delay
    - Humbert & North Alby
    - Humbert & IL 3/111
    - Alton Sq. Mall Dr. & IL 3/111
  - Critical Crash Sections
    - Humbert, North Alby, Seminary, Union School
  - Concern about numerous at-grade railroad crossings

# Project Purpose

*“The purpose of the project is to make improvements to the local roadway system, to improve continuity and connectivity between its major traffic destinations and IL Route 255, as well as to provide better connections between IL Route 3/111 and US Route 67.”*

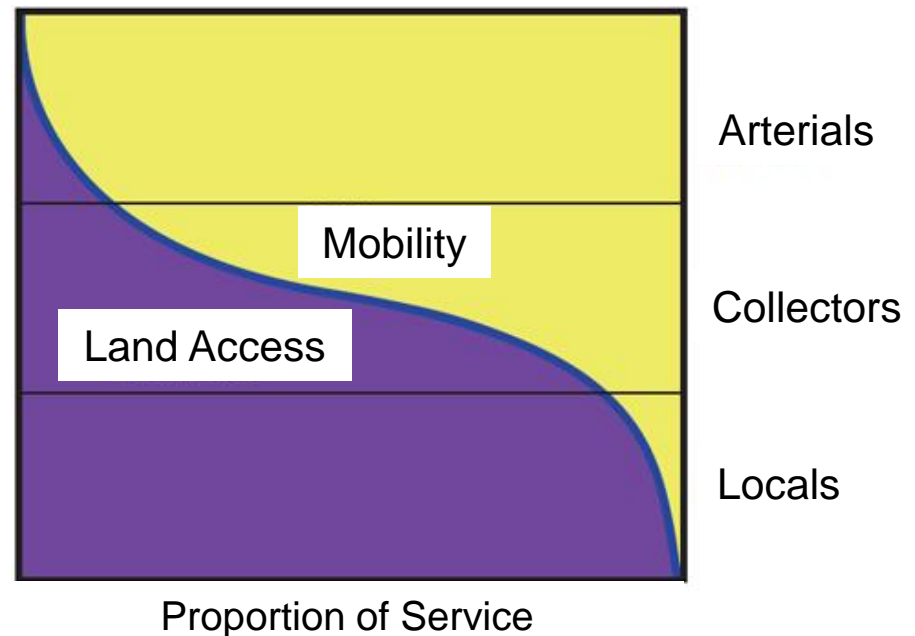
# Review of Road Function

# Examples of Road Function

The planning and design of every road project should involve the determination of the *function* of that road.

| Classification | Function                                                                             |
|----------------|--------------------------------------------------------------------------------------|
| Arterial       | <ul style="list-style-type: none"><li>• High Mobility</li><li>• Low Access</li></ul> |
| Collector      | <ul style="list-style-type: none"><li>• Balance of Mobility and Access</li></ul>     |
| Local          | <ul style="list-style-type: none"><li>• Low Mobility</li><li>• High Access</li></ul> |

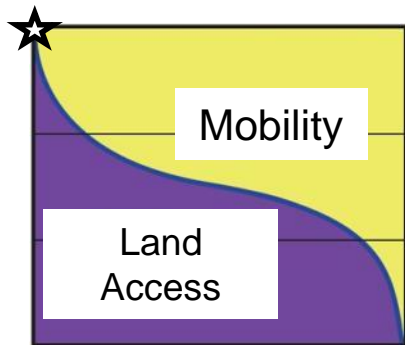
## Access vs. Mobility



# Examples of Road Function

## Freeway Arterial

- Highest type of arterial
- Fully-controlled access
- Function focuses on mobility
- Higher speeds

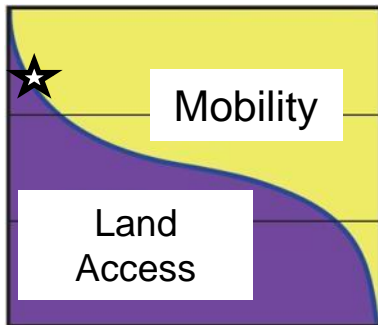


IL Route 255

# Examples of Road Function

## Arterial

- Often limited access
- Function focuses on mobility but allows for some access
- Speeds can be high, but lower at access points

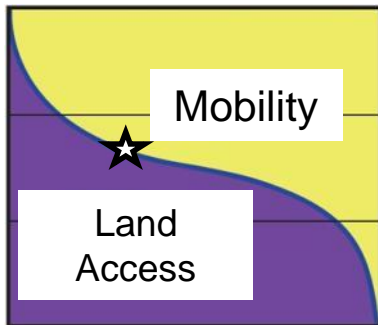


Homer Adams  
Pkwy.

# Examples of Road Function

## Major Collector

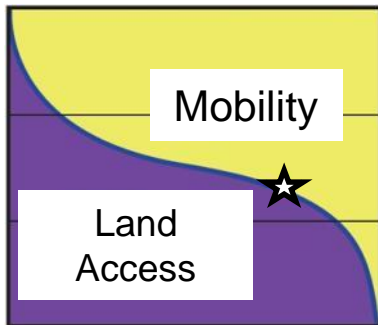
- Function is blended between mobility and access
- Speeds vary depending on access



# Examples of Road Function

## Minor Collector

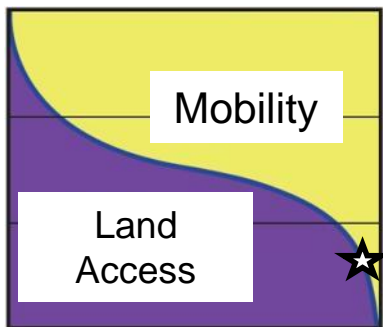
- Function is blended between mobility and access
- Speeds generally lower but vary depending on access



# Examples of Road Function

## Local

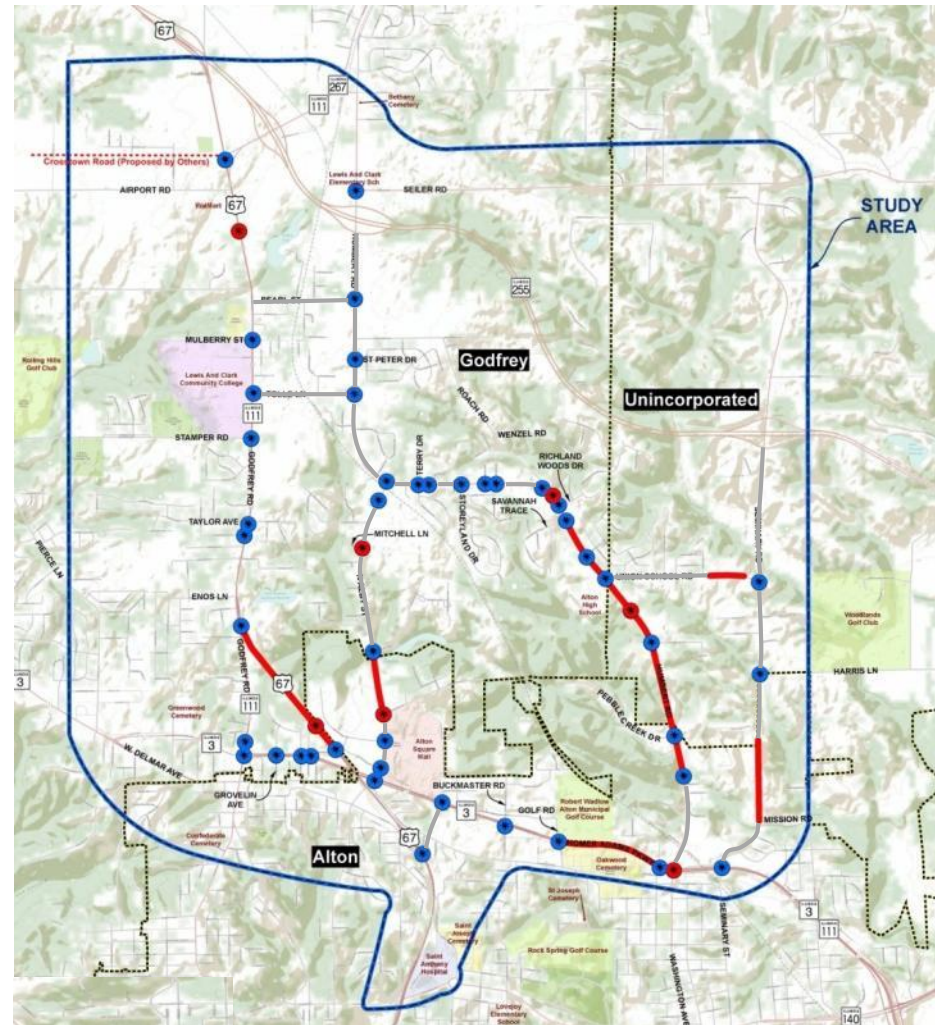
- Function focuses on access
- Speeds are low
- Characterized by end destinations: (subdivisions, business parks)



# Review of Crash and Traffic Data

# Crash Analysis – Critical Locations

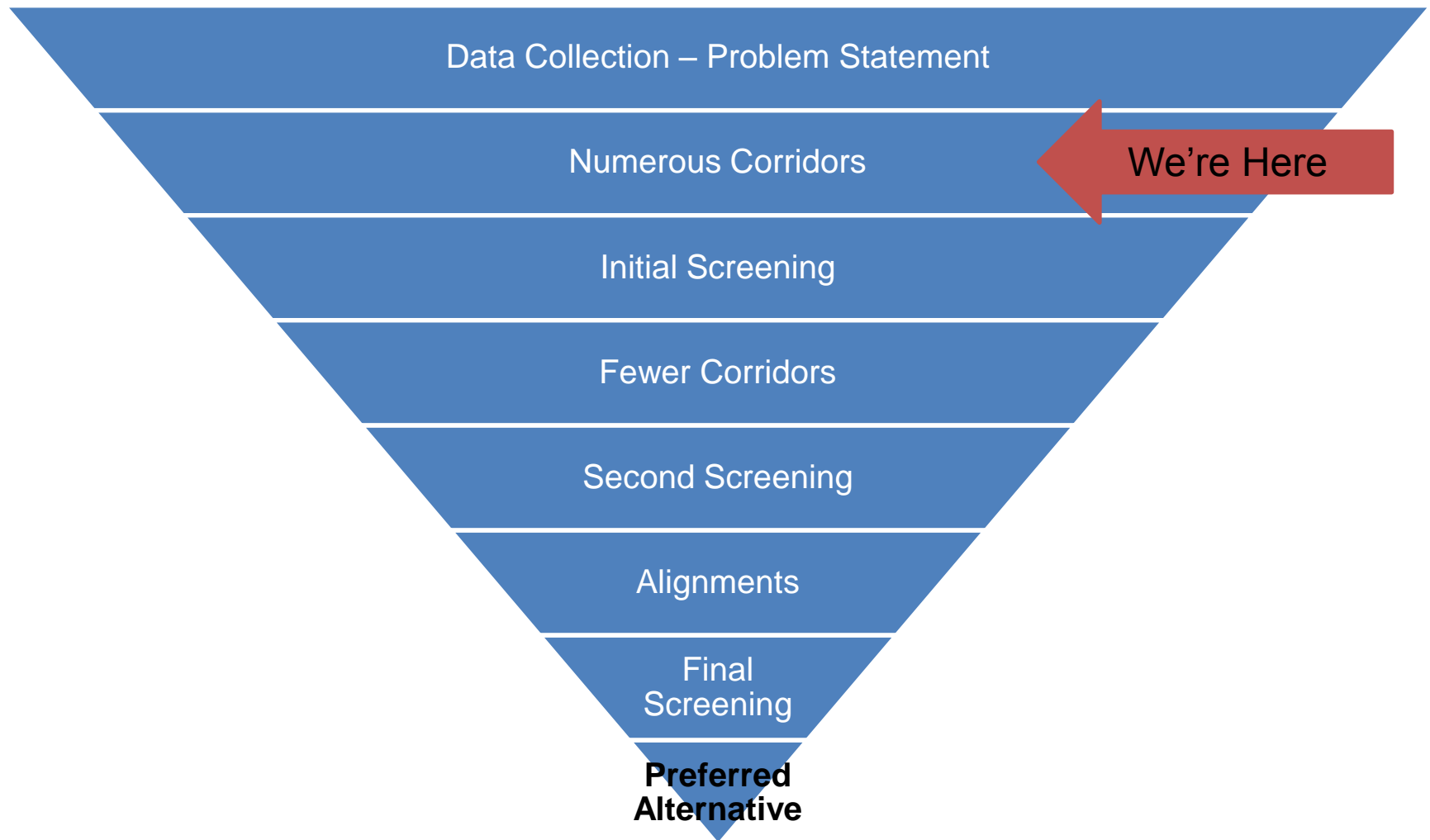
- Crash Analysis timeframe 5-years 2006-2010
  - Crash Data gathered for 17.3 miles of roadway
  - 1508 crashes during 5-year period (300+/- per year)
  - 420 injuries and 8 fatalities during period
- Fatal Crash Location
  - Critical Crash Location
  - Critical Crash Segment





# Alternative Development Process

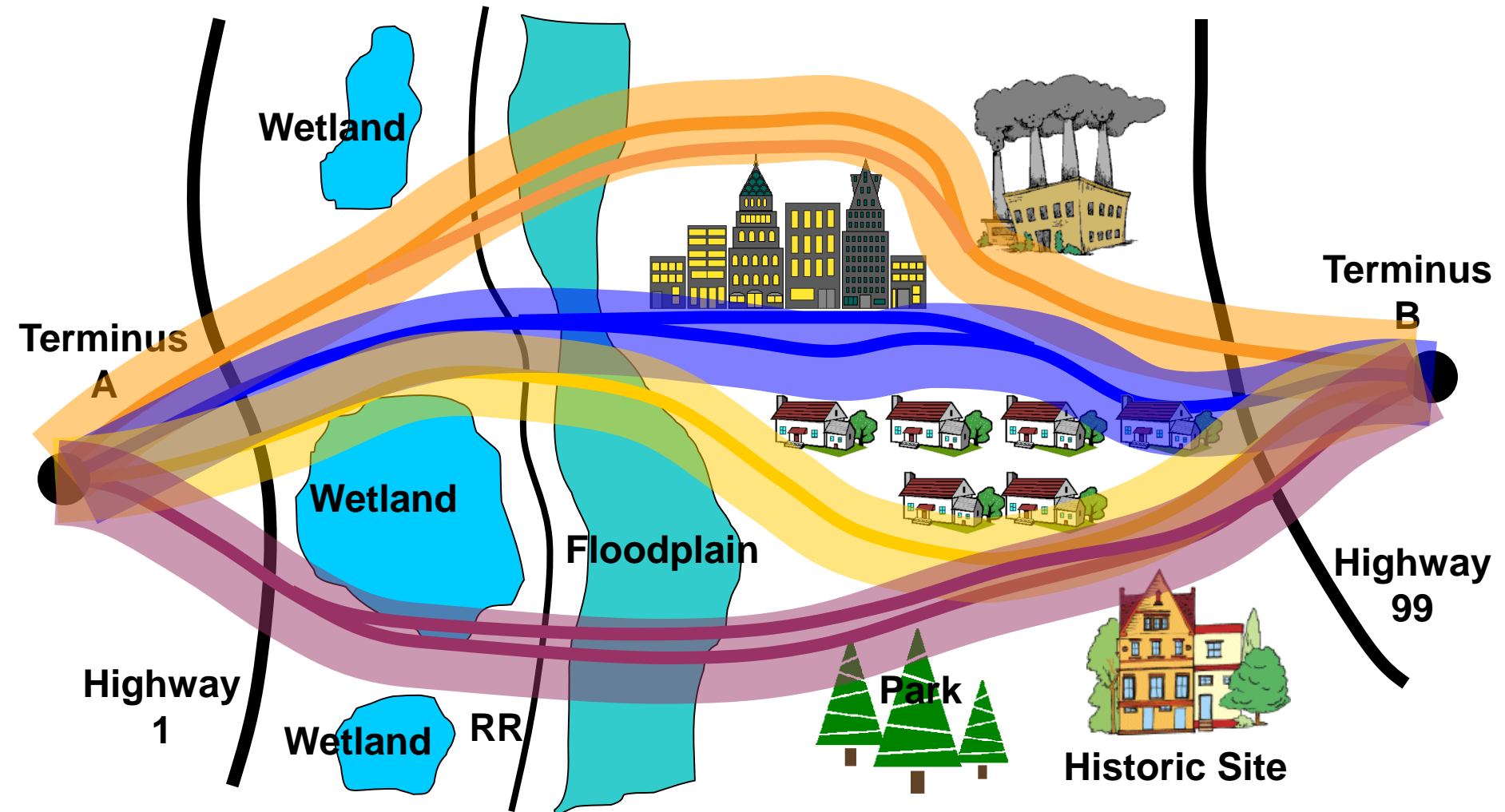
# Alternative Development Process



# Alternative Development Process

- What is a Corridor?
  - A broad band intended to encompass a wide area for the development of a range of transportation improvements
  - Can be 1,000 to 1,500 feet wide
  - Are not representative of actual impacts
- What is an Alignment?
  - A narrower band intended to represent a specific roadway improvement
  - Are narrower – between 100 and 400 feet wide
  - Represent an area used to quantify actual impacts

# Alternative Development



# Alternative Development

- Must meet the project Purpose and Need
- Cost-effective transportation facilities
- Balances mobility, community needs and the environment
- Keep safety paramount
- Involve stakeholders
- Address all modes
- Uses all appropriate disciplines
- Applies flexibility in design standards
- Incorporates aesthetics
- Local agencies encouraged to participate

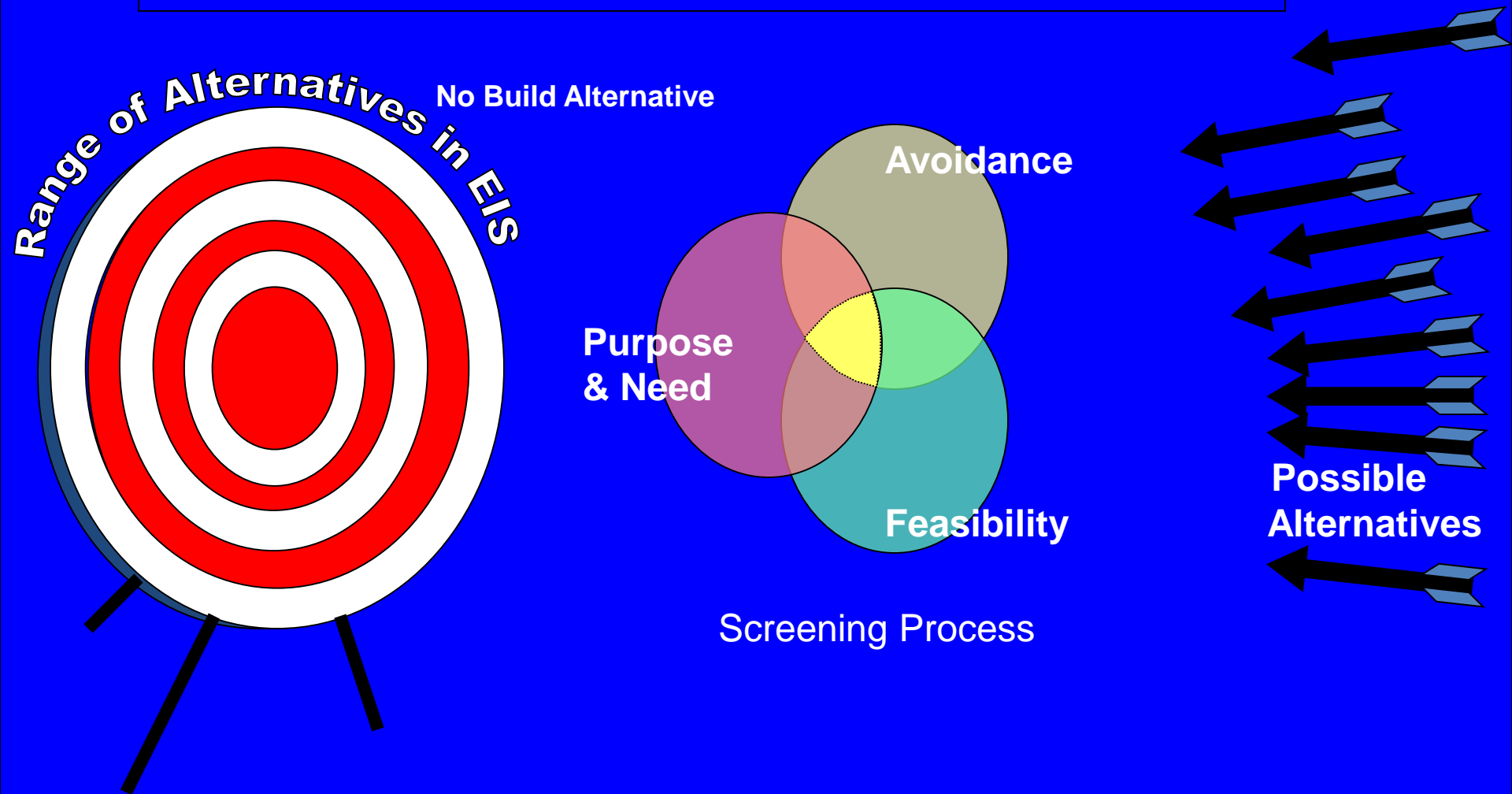
# Alternative Development

- Must include “No-build” alternative
- Build alternatives
  - Improve existing
  - New location
- Modal and operational (where appropriate)
  - Transportation System Management alternatives (lane striping, traffic signals, parking areas)
  - Transit (Bus, commuter rail, light rail)
  - Pedestrians/Bicycles
- Avoid or minimize and mitigate impacts to resources

# Evaluation of Alternatives

# Evaluation of Alternatives

## Screening Process



# Evaluation of Alternatives

## Feasibility

- Alternatives must address these project purposes:
  - Improve local system continuity and connectivity
  - Provide for roadway functionality this is compatible with travel patterns

# Evaluation of Alternatives

## Feasibility

- Alternatives must address the stated project needs:
  - General Lack of Connectivity
    - To/from IL 255, IL 3/111, and L&CCC
    - Between US 67 and IL 3/111
    - Multi-Modal Needs
  - Capacity and Safety
    - Levels of Service, Critical Crash Sections
    - At-grade Railroad Crossings in the Study Area

# Evaluation of Alternatives

## Feasibility

### Other Considerations

Alternatives should:

- Be practical from a technical and economic standpoint
- Employ common sense rather than simply be desirable to a certain user group
- Foster informed decision making and public participation

# Evaluation of Alternatives

## Resources to Consider

- Communities, housing, businesses (incl. effects of noise)
- Land use
- Traffic patterns
- Wildlife, habitat, endangered species
- Waters of the U.S. including wetlands
- Archaeology, historic properties and districts
- Parklands, recreation areas, and open space
- Agricultural land
- Air quality conformity

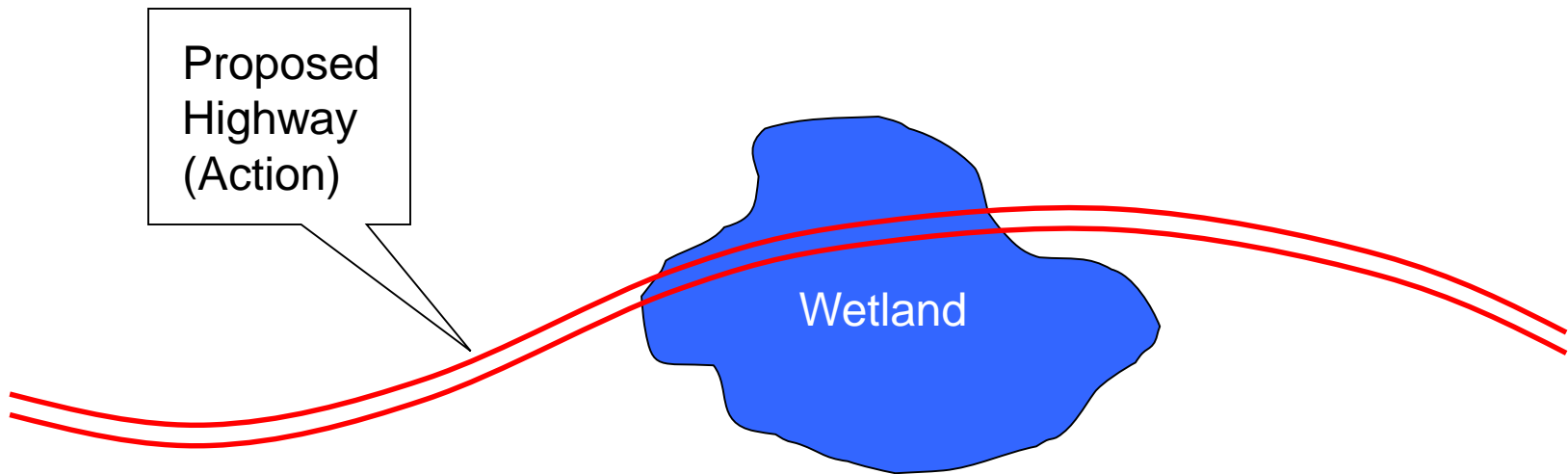
Other factors to consider:

- Cost
- Constructability

# Evaluation of Alternatives

## Direct Impacts

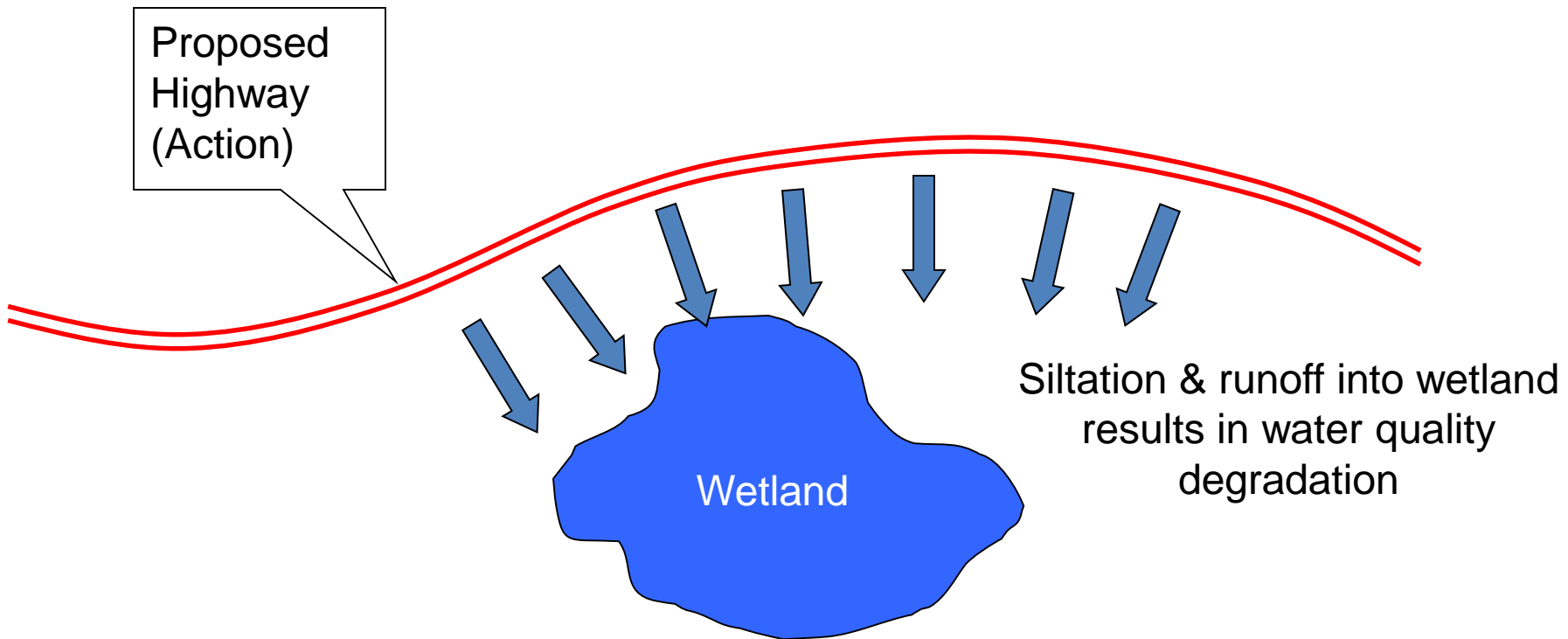
- Example of Direct Impact



# Evaluation of Alternatives

## Indirect Impacts

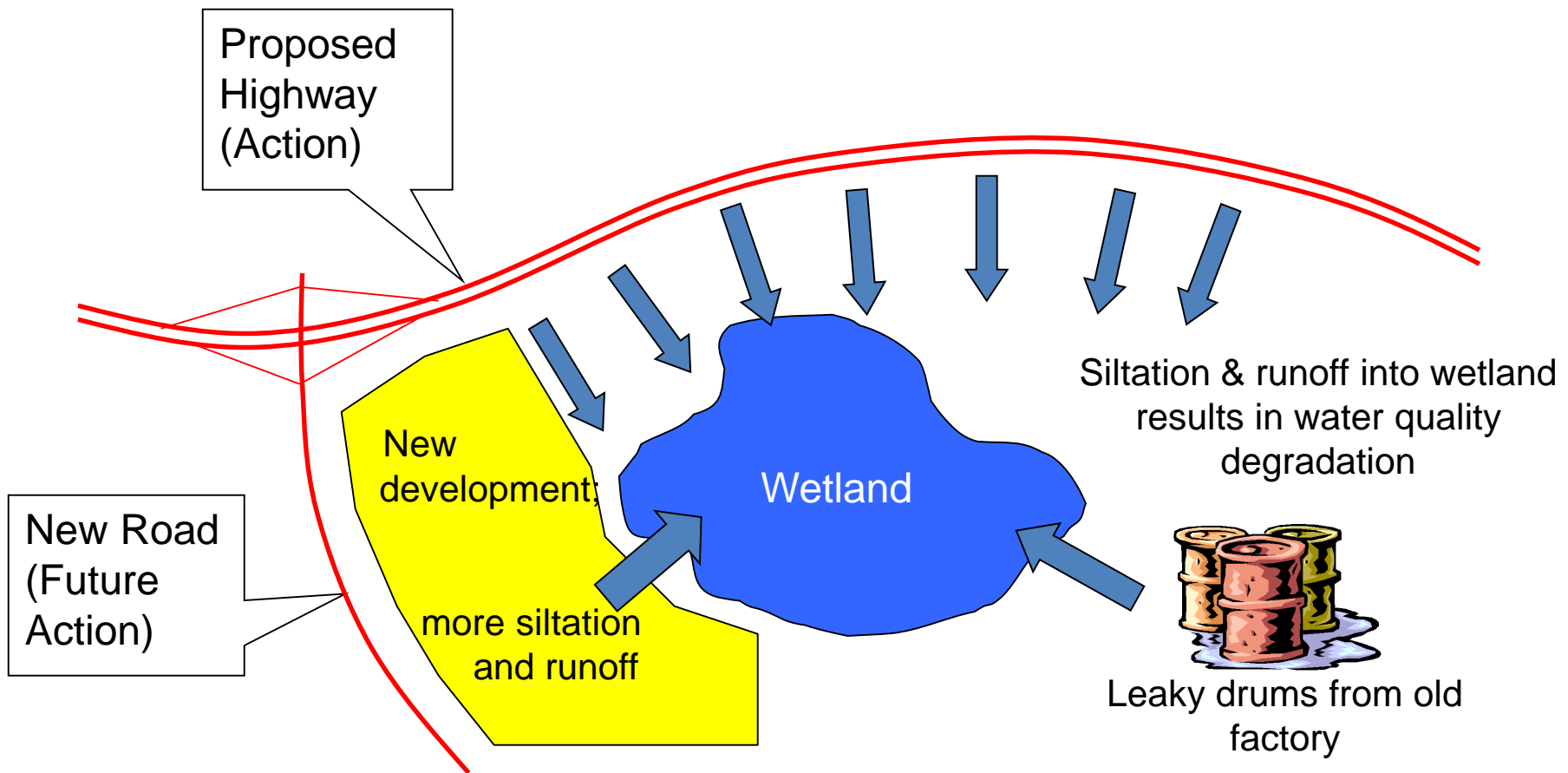
- Example of Indirect Impact



# Evaluation of Alternatives

## Cumulative Impacts

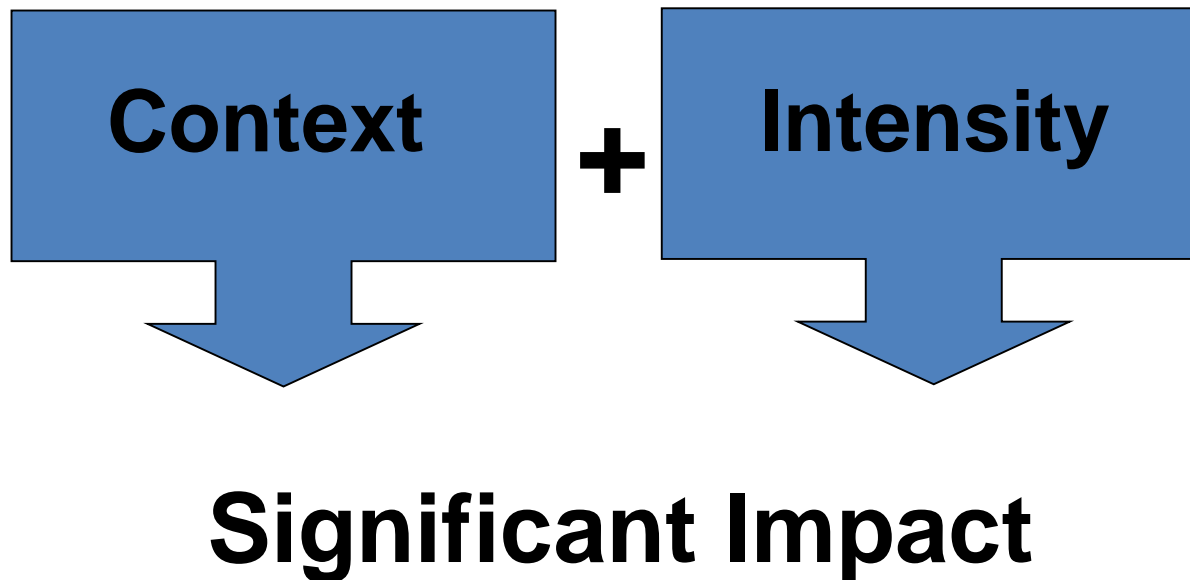
- Example of Cumulative Impacts



# Evaluation of Alternatives

## Significance

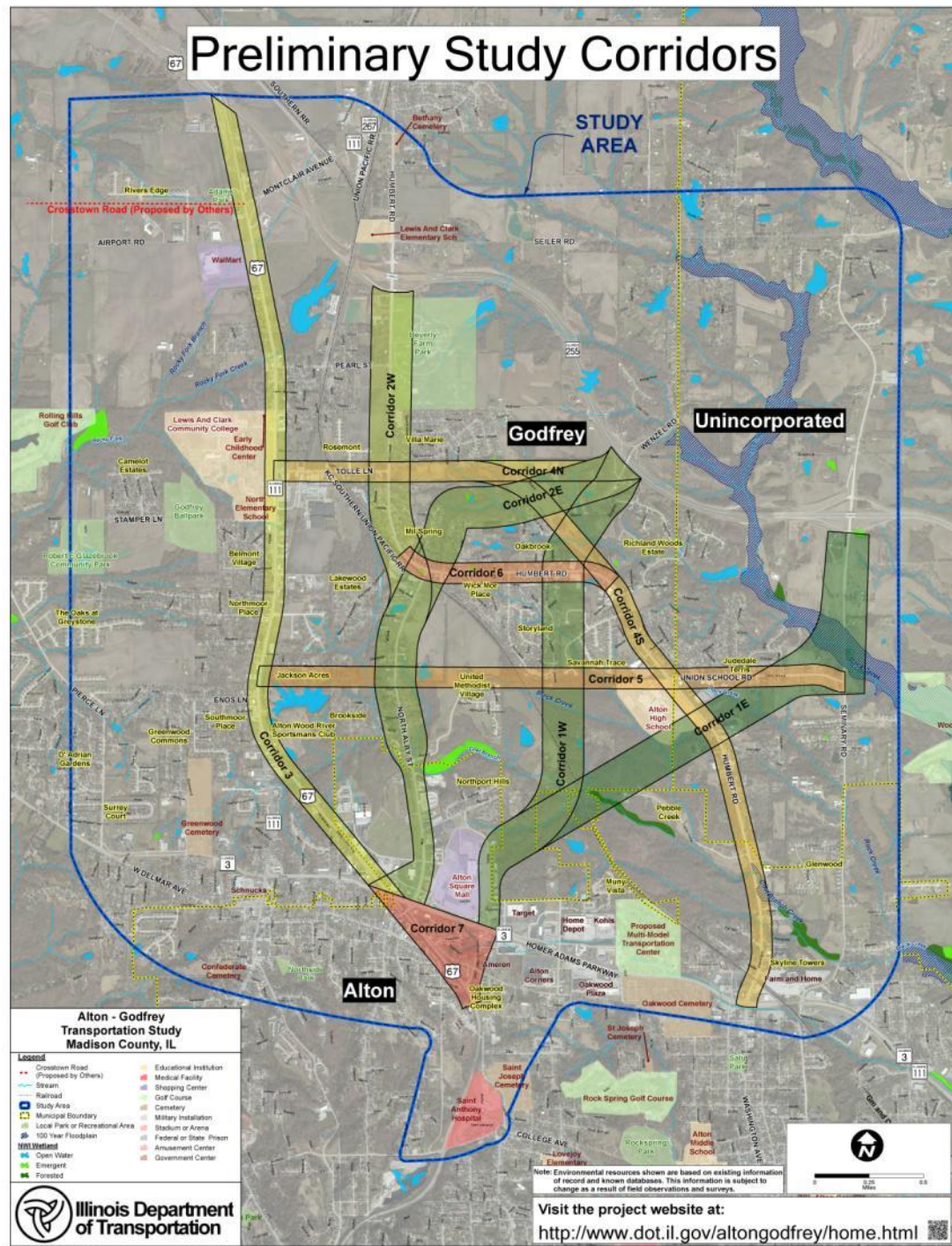
Impacts - What defines significance?



- What determines context?
  - Visible Elements – physical, environmental, aesthetic and transportation
  - Invisible Elements – values, cultures, traditions, politics and expectations

# Development of Preliminary Corridors

# Preliminary Corridors



# General Discussion / Action Items / Next CAG Meeting

# Thanks for your participation in the Alton-Godfrey Transportation Study